AUSA Acquisition Symposium

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Mission Kit & MW
Identification for O
3/OEF

Over $200M Spent on Blades in OIF1

UH-60L
Ballistic Protection System (BPS)
APU Inlet Barrier Filter (AIBF)
Engine Inlet Barrier Filter (EIBF)
Blue Force Tracker (BFT)
Common Missile Warning System (CMWS)
IR Suppressor Filter (AN/ALQ-144C(V)1)
Crashworthy External Fuel System (CEFS)
Windscreens
MicroClimate Cooling (MCS)
Aircraft Cover
ger (EDM)

AH-64A/D
Internal Aux Fuel System (IAFS
MicroClimate Cooling (MCS)
Blue Force Tracker (BFT)
Aircraft Cover
IR Suppressor Filter (AN/ALQ-144C(V)1)
APU Inlet Barrier Filter (AH-64A ONLY)(In Design)

75 - 95% of Engines Failed Prematurely Due to Exposure to Desert Environment

Over $300M Spent on T700 Series Engines in OIF1

CH-47D
SLAB Battery
Air Launched Expendable (ALE-47)
Engine Air Particle Separator EAPS (A kit)
T55-GA-714A
MicroClimate Cooling (MCS)
Blue Force Tracker (BFT)
Ballistic Protection System (BPS)
Aircraft Cover
APU Inlet Barrier Filter (In Test)
Common Transponder (CXP)
Radar Alt (Cargo Hold)

OH-58D
Aircraft Cover
IR Suppressor Filter (AN/ALQ-144C(V)1)
Hydraulic Filter
Blue Force Tracker (BFT)

Kiowa Warrior in the Desert

2-17 (No IBF) - Replaced 24 Engines

1-82 (With IBF) - Replaced 1 Engine

UAV Improvements from OIF/OEF

- **Unit Set Fielding Works Because it Integrates: Personnel, System Performance, Command Integration, Logistics**
  - **Think like the operational commander: Mission, Personnel, Training, Readiness**
  - **Commanders will plan around system performance boundaries but cannot create more people or time**
  - **System's (and Program Office's) reputation relies on its Logistics Support than performance**

- **Digital Integration: Intelligence, Surveillance, and Reconnaissance (ISR) develop Gigabytes of data daily**
  - **Convert analog to digital at earliest point (at aircraft if possible)**
  - **Greatest efficiency is reducing data input; not developing larger bandwidth because frequency allocation is finite and known**
  - **Second greatest efficiency is linking the ISR to the switched infrastructure where bulk communications can allocate resources**

New Developments / EC

- Survivability through the use of redundant systems; ballistic protection; ballistically hardened components; required component dry run times; crashworthy, inerting, and ballistically tolerant fuel systems already incorporated in system specifications and standards validated.
- Common Missile Warning System/ Improved Countermeasures Dispenser (CMWS/ICMD)
- Battle damage repair (BDR) is a plus; sheetmetal is easily replaced or can be temporarily repaired until aircraft can be returned to rear area for RESET, Reman, or Depot repair and the capability to e-mail pictures to engineers and OEM have sped up and improved BDR processes.
- Targeting and pilotage limitations in the desert have validated further the requirement for M-TADS/PNVS.
- The transportability kits designed, tested and verified during the war have proven to be a great asset in replenishing, beefing up units, and retrograding aircraft by C5 and C17.
- Improved Digital Map-Situational Awareness and Mission Planning/Execution
- Flight Data Recorder/ Voice Cockpit Recorder
- Improved Avionics- Digital AFCS, TACAN, Stormscope, Integrated BFT, IDM 8.0/304, Integrated Brownout Situational Awareness
- Extended Phase Maintenance
- AGPU improvements, new Aviation Vibration Analyzer, new Aircraft Cleaning and Deicing Systems

Summary

Army Aviation is and will be...

- **Rapidly Deployable**
- **Lethal**
- **Survivable**
- **Sustainable**
- **Versatile**
- **Agile**
- **Responsive**

It Fulfills the Army's Vision